



A FIGHT WITH A HORSE.

TAMING A FIERY STEED.

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P-2

A very vicious and ill-tempered horse was, according to a Transatlantic authority, eating his head off in a very luxuriant loose box, because there was no one in the establishment of the gentleman to whom he belonged who had the courage or strength to enter his stable to saddle and bridle him. If a groom approached for any other purpose than to give him his corn and hay, he would speedily drive him away by a free use of his hoofs and teeth. One day at lunch the owner was lamenting the uselessness of the finest horse in his stud to a party of friends, and wound up by saying that he would gladly make a present of the horse to any one who could saddle and ride him out of the yard. A young graduate of Oxford, the Hon. Sidney Lawford, expressed his willingness to make the attempt; and, though warned by many a blood-curdling recital of what had been the fate of the grooms and stable-boys that had made the like effort, he persisted in his determination to try. After lunch all adjourned to the stable in expectation of seeing the young fellow receive a severe lesson for his temerity. He was known to be an expert in every manly exercise, especially boxing, and was in perfect wind and training. Selecting a saddle and bridle from an adjacent rack, he approached the strong bars that opened into the brute's stall, speaking kindly and soothingly to him. The horse turned and eyed the stranger, and catching sight of the hated bit, became furious, lashing out madly with his heels, and stamping wildly about the stall, making the straw of his bedding fly in every direction. Without a word the graduate rested the saddle and bridle on the top rail; but the steady, undaunted fire of the eye, the firmly compressed lip, the backward poise of the shapely head, the swelling muscles of his lithe and active frame as he lightly vaulted into the box, told plainly of the iron, indomitable, will and pluck within. Scarcely had he landed on his feet than the now thoroughly infuriated beast came rushing headlong at him, with its satin ears flattened closely against its lean head, its eyes aflame and bloodshot, its mouth agape and displaying a set of gleaming teeth, which he gnashed and ground with fury. Sudden and savage though the onslaught was the young Oxonian was prepared. Throwing himself naturally and gracefully into boxing attitude, he met the maddened animal with a blow on the temple, just between the ear and eye, swift, straight, and inexorable, that brought him to his knees. Rearing up and squealing with pain and rage, the brute rushed again upon his foe, who stepped aside, but pale and determined, awaiting his coming. Again like a keen bolt, straight from the shoulder flew the clinched fist, and down dropped the horse. Slowly he staggered to his feet and, trembling in every limb, while great patches of perspiration stained his flanks and sides, he cowered in a corner of the stall, completely vanquished. The victor soon had the bit in his mouth and leading him out of the stall, cantered gaily on the prize his bravery and knowledge had won.

The old saying "No foot, no horse" has a sound basis of truth, and, as all users of horses know, the forefoot is more delicate in its construction and more sensitive and liable to get out of order than the hind foot. Although true all-round action is a great desideratum there are many horses that show far more grace and activity before than behind. The fore-feet are nearer to the brain of the horse, and that may have something to do with their being more sensitive and more expressive, so to speak, than the hind ones. But the horse's fore-foot is doubtless more developed and also more liable to go wrong because it has more to do. Experiments conducted by Professor Colin in France and Professor Fred Smith in this country show that the forelegs of a horse support about one-ninth more of the weight of the animals than is borne by the hind-legs. And with a man in the saddle it is found that 66 per cent. of the weight of man and horse is carried by the fore legs, and 34 per cent. by the hind legs. Now that hunting has begun again there will be many tired horses, and hunting men will do well to save their horses all unnecessary work. Good shoeing and kindly care will often preserve many a good horse which would otherwise fall lame, or perish altogether like that mare told of by Mr. Delmé Radcliffe, which was fagged out at the end of a long day, taken to a stable, and as soon as she seemed to have recovered, travelled 15 miles home to her own stable. She was stone dead in the morning. A little study of equine anatomy and pathology would help the merciful man to know how to be merciful to his beast.

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O F S H O E I N G

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P R E F A C E.

IF *the Rules* of Charles Thompson did not appear to the Editor highly deserving the trouble of revision, and the expenses of re-publication, this volume would not have appeared in its present form. *The reader* has thus one testimony—and that of *some amount*, in their favour, which the giver is by no means disposed to think lightly of; but he will discover a score or two more upon perusal, in the judicious directions and sage remarks of the original writer; to which have been added, the results of modern and recent experience and observations, derived from very much practice among horses, during forty years and upwards of actual service.

The Editor makes no apology, offers no explanation, regarding the additions and corrections he thought it became him to make; he has not even marked them out, as was done by him lately in a similar case of more vital importance. He here alludes to the improved edition of *Osmer's Treatise on the Horse, just published*; the sterling merit whereof he is gratified to find recognized by good judges of our day, as it had been long before the object of envy to others. See page 68. Like the work of Osmer, Thompson's Rules, too, have been *consulted* by succeeding writers, and many of his pithy maxims have been taken up and dilated into pages;—silent testimonials these, which speak volumes, but they are *named* at full length in the sequel, page 82.

JOHN HINDS.

*Bridport-Place, New North-Road,
July, 1830.*

CONTENTS.

	Pages
INTRODUCTION. Taste for Horses in England; Necessity of studying the Subject; Misapprehension regarding it.....	1-4
Section 1. OF RIDING SCHOOLS. The Manage, an Art; adapted to Parade. English riding	5-9
2. MANAGE. First Principles. Spurs, Airs, Aids, Curveting, Fretfulness	10-15
3. TAKING HORSE. Instruction of Man and Horse. Mounting, Dismounting	16-21
4. OF THE SEAT. Posture; Balance and Equilibrium; bad Seat. Saddles. Tricks. The legs: Stirrups ..	22-33
5. PROGRESSION, Rules for. Chastisement. Arms....	34-37
6. THE APPLIANCES. Reins; Vices: the Pulls; loose- necked Horse; Dealers' Mode of showing-off. Bitts; Snaffle, Curb: Colts	38-47
7. CARRIAGE. The Head; carry high: the Neck; carry low. Thick Head	48-53

	Pages
8. OF STARTING AND SHYING. Habit acquired: Rule. Education, neglected. Facing dreaded Objects. Useful Hints. Conducting a Horse	53-62
9. RULES ON A JOURNEY. The Foot: shoeing; Frog, Heels, Toes; Pastern, short. Treatise.....	63-69
10. MAIN POINTS IN TRAVELLING. Knocking up, avoided. Setting out: Lengths and Pace. Coming in; jaded: recovery. Stables; dressing and feeding; physicking	70-80
11. CONCLUSION: Advantages of these Rules	82
INDEX	84-87

PLATES.—1. Preparing to Mount, to face page 18.
 2. The true Seat, at *setting out*, to face the Title-page.

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THE HORSE.

RULES

FOR

BAD HORSEMEN.

INTRODUCTION.

THERE is in this country, more than any other, an almost universal fondness for horses, and the exercise of riding them ; yet few, in comparison, out of this multitude, make even *tolerable horsemen*, and a still less number do the thing as it ought to be done. 'Tis in vain that the generality of persons endeavour to shift off this reproach from themselves to their animals ; for the frequent complaints we hear, of horses becoming ungovernable, or *performing ill*, generally arise from the unskilfulness of the actual riders, or ill temper and unsteadiness of those who may have had the charge of *breaking-in* the individual so depreciated. The real fact is (and admits

not of contradiction)—that we fail to acquire a *just taste in riding*, in nineteen cases out of twenty, and the remaining twentieth do not condescend to study riding *as an art*.

Necessity of studying.—*Riding*, so to speak, is one of those things that *all can perform* in some way or other, but few excel in ; and, as the affair stands at present, almost every one thinks that *practice alone* is sufficient to teach him how to ride ; he even persuades himself, if he can ride to his own satisfaction, that he is ‘a good horseman,’ no matter what others may think of his graceless postures ; hence he is little induced to study riding *as an art*, and goes so far as to pronounce it an unnecessary application of his mental powers. But, let him reflect on the admitted necessity of studying the minor accomplishments *by rule*, and the felicitous manner in which the palm of superiority is frequently borne away, even in mere athletic exercises, by those who are taught methodically, and he must, in common candour, allow that this consideration extends to horsemanship also. If learning the artificial measures of *dancing*, and the imitation of a *proper carriage* in its movements, will have

the effect of amending even our *manner of walking*, which Nature herself has taught us, and constant practice improved,—why should *riding*, which is still more *an art*, with a greater number of combinations, be supposed easily and sufficiently attainable without any instruction whatever? Does not daily experience prove the contrary? Do we not see many men, who make a good figure whilst standing on their legs, no sooner appear on horseback than they become helpless and awkward in a risible degree! In fact, every one must have noticed, that the more graceful and easy a man *walks*, the worse he *rides*; the *dancing-master*, for example, in an eminent degree. Again, the *rowing a wherry* seems an exercise every one might acquire without difficulty; yet do they who are instructed in the art by some sort of *rule*, row infinitely better than he who undertakes to pull an oar without any instruction. What inestimable advantages do they not obtain over a big adversary, who learn the *art of self-defence* by the rules of pugilism! So, of *driving*, and a thousand other affairs of active life.

Hitherto, however, a good deal of mis-

apprehension seems to have gone abroad on the subject ; and the reproach is as applicable to the present generation of horsemen as it was to the former ; for, if a young fellow can ride a fox-chase, or a horse-race, he thereupon considers himself ‘ a good horseman,’ and, what is still more provoking, he is so considered by others of his own school. Should he have a horse he cannot manage, he will tell you, that he designs “ to tame him by hunting,” that is to say, if he can once get him to *go forward* he will tire him for a time. But what end does this answer? None permanently ; for, by a week’s rest, the horse becomes as unruly as ever ; and we are constrained to admit, that ‘ a man who cannot manage his horse in full condition, cannot well be said to *manage him at all* ;’ but may more properly be said to *mismanage* him, and thereby to superinduce bad habits, restlessness, vice ; neither of which is such a person calculated to reform.

1. OF RIDING SCHOOLS.

To obviate those difficulties, teachers very early went forth who had studied the temper and capabilities of the horse; some among them roughly enough, it may be presumed; whilst others led the way to many notable refinements, which were introduced to France from Naples two centuries ago, both horse and rider being the objects of their instruction. The Neapolitan horse, however, is degenerate, gone, "and is no more a distinct breed, nor prizeable," as OSMER, in his *Treatise*, informs us (at page 179). Besides this high-show school of instruction they termed *le manege*, and we *the manage*, riding-schools for mere exercise, those for teaching the hunting-seat, and for road-riding, are at this day found in the metropolis and elsewhere. Elaborate treatises, also, on various corresponding subjects, have been published since the appearance of THOMPSON'S RULES; some assuming to be for the *gentlemen* exclusively, another equally confined to the *ladies* only; whilst

some two or more went the whole round of tuition in every possible case ; but none exceeded him in the perspicuity of his rules and maxims, nor in the terse clearness of his observations ; qualities these quite indispensable in all teachers of the present day. Therefore it is, that we desire to be understood as professing to teach ENGLISH RIDING, as adapted to *the park* and *the road*, with reference to whatever may be applicable here-to from the other systems.

Riding in the manege has, indeed, been long considered *as an art* ; and there they have professed masters to teach parade, and to cut *caprioles* and *curvets*, and many other such *airs*. But this species of instruction is not altogether adapted to the general concerns of life ; nor are *military people* any-wise indebted to it for *renown*, as hath been asserted ; all the airs necessary to our *calvary* being best acquired at the *military schools*, in which actual service alone is kept in view, and not the *mere show*, that suits so well with the French character,—whence “ *the manege*,” its *terms*, and its glittering *passages*, are derived. Neither do our ‘ *titled ones and great*’ of the present day, deem

those fine airs so proper and becoming in public, as might have been the case when French modes were followed with blind and enervating deference. Hence it was, that riding in the manage-schools formerly acquired the grand phrase of *riding the great horse*. But the entire century which has elapsed since French manners and French tutelage, *à-la-mode*, were in vogue here, has so completely turned the tables *as to every thing regarding the horse*, that that man would be found derelict of his native soil who should condescend to go thither for instruction on any point of horsemanship: as well as regards breeding, treatment, running, riding, and driving, as fighting.

The *manage-horses*, too, being taught motions adapted for parade only, are so far spoiled for the road, or for hunting. Notwithstanding this generally-received opinion of the manage and its *great horse*, there are not wanting some who assert that they teach a horse nothing which will spoil his paces, but that he will be greatly benefitted by what he is taught, as he is there put under such strict discipline, as accustoms him to have *no will of his own*, whereby the manage-

ment of him is made easy to an indifferent rider.

Riding-house.—But it required no ghost to tell us, that whatever a horse learns that is not absolutely necessary to *progression* with safety, ease, speed, and due subjection to the occasions of its rider, may be denominated *tricks*, if not vice. For, what real *English gentleman*, now-a-days, would choose to ride in public a horse which, by his lofty *airs*, should attract the vulgar gaze of a sneering crowd, in street, road, or park! As for a Frenchman, indeed, *la chose* is altogether different. Were the horses intended for learners, usually *broken in* thus far, only, in the manage, gentlemen might without much difficulty be taught all that is necessary to enable them to ride with safety, ease, and pleasure, every description of horse, and to make their horses perform the required paces cheerfully. To this end, it was long ago proposed, that there be established masters and schools for teaching the art of riding on the *hunting* or *common saddle*; or, else, the inexperienced horseman might practise awhile in the manage riding-house, with a view to get a few leading

principles, which he might subsequently apply to the general manner of riding. Or, in default thereof, that such instructions be given to ordinary horsemen, as may enable them to ride *by rule* more safely and better than they can do without such aids. This is, in some degree, attempted in the present little volume, which might have been spread out immeasurably, had such a course tallied with the author's ideas of being *useful* rather than verbose.

Heretofore, books, in which the *art of riding* is taught professionally, have taken too high a flight in their aim, and are therefore ill-calculated for so *inferior* a part of the horseman's education as this may be considered, but apply themselves *wholly to the manage*. On this account, what is here said, is not designed for those who already *ride well*, but for those chiefly who (being in small practice) are liable to accidents and difficulties for want of the common precautions; for those who know not the very *first rule* to be observed on mounting a horse,—*viz.* that by leaving the horse at *some liberty*, and avoiding to give him pain by an injudicious management of the bridle, he will

go better and more quietly, than under a *bad horseman*, who lays all the weight of his arms on the horse's mouth, and, by *sitting* awkwardly, not only becomes an uneasy burden to himself and his horse, but rides in continual danger of falling.

2. MANAGE AIRS AND AIDS.

First Principles; use and application thereof.

Agreeable to the suggestion just thrown out, regarding the propriety of taking a few lessons at the manage riding-school, let us proceed to exchange a few words on the leading principles taught there.

The Spurs.—Few persons, though practised in riding, know they have any power over a horse, but by *the bridle*, or any use for *the spur*, except to make him go forward. A little experience, however, will teach them the further service of both the one and the other. Thus, if the *left spur* touches the horse, and he is at the same time prevented from going forward, he has hereby a sign communicated to him, which he will soon comprehend, that he is to move sideways to

the right. In like manner he will move to *the left*, if the *right spur* is applied to him. He ever afterwards, through fear of the spur, obeys a touch of *the leg*, after the same manner as a horse moves his croup from one side of the stall to the other, when any one strikes him with the hand. In short, his croup is guided by the leg, just as his head is by the bridle. He will never disobey the leg, unless he becomes restive, or arms himself against his rider.

By those means the rider has a far greater power over an unruly horse than by any other less certain attempts at controlling his movements. He will move sideways if one leg be pressed close to him, and strait forward if both legs are brought to bear: even when he stands still, the legs being held near him will keep a horse so managed *on the watch*, and with the slightest, unnoticed, motion of the bridle upwards, he will raise his head, and shew his forehand to advantage.

Airs.—On this use of *the legs* of the rider, and guidance of *the croup* of the horse, are founded all *the airs* (as the riding-masters express themselves) which are taught

in the manage; in *the passage*, or side motion of troopers, to close or open their files, and indeed all the evolutions of our cavalry. But the evident convenience and applicability of some portion of this same discipline to ordinary purposes, is the main reason for mentioning it here. It will be found practically useful in all cases wherein a horse is subject to *stumble* or *start*. If to the *first*, by the rider's pressing his legs to the flanks, and keeping up his head, he is made to go light on his fore-legs, which is one method of aiding and supporting the horse; and the same manœuvre is to be put in practice if the horse should actually *stumble*, by helping him at the very instant to exert himself, while yet any part of the animal remains not irrecoverably impressed with the precipitate motion.

Hence, this opportune employment of the hands and legs of the horseman is termed *giving aids* (i. e. succour or assistance) to a horse; for, as to *holding up*, by dint of main strength, the *weight* of a heavy inactive horse by mere pulling at him, it is as impossible as it would be to recover such a one when falling down a precipice.

Aids.—As just observed, a horse is *supported* and *helped* by the hands and legs of his rider, in every action, pace, and movement required of him; whence it is, that the horse is said to *perform his airs* (from the grave *pesade* to the *vif capriole*) by *the aids* from his rider. For the horseman will find, that the same series of manœuvres is equally serviceable if a horse is given to *shy*, and *start* from side to side, or to take *fright* at objects less startling than a loaded waggon or rumbling wheelbarrow.

Therefore, when he is beginning to *fly* to one side, by the rider's leg being pressed on the side he is flying to, his spring is stopped instantly. He then goes past, in comparative quietness, whatever he might have started at, keeping strait on, or as the horseman may choose to direct him by the hand; furthermore, he will not *fly back* from any thing, but go straight forward, if *both legs* be pressed against his sides. Hereby, not only does the rider compel his horse to keep his haunches under him going down hill, but he may help him on the side of a bank, and also avoid the wheel of a carriage, approach more gracefully and nearer to the

side of a coach, or join in company with another horseman.

Whenever a pampered or headstrong horse *curvets irregularly*—that is to say, when the corresponding feet do not beat the ground in unison, and he twists his body to and fro, then turn his head either to the right or left, or to both alternately (but without permitting him to move out of the track,) and press one leg against the opposite side. By this combination of the *two principal aids*, the horse cannot spring on one side, because the rider's leg prevents him ; nor will he spring to the other side, because his head looks that way ; for the horse, by a rule of nature, never starts and springs on the side towards which he looks, but the contrary. This well-recognised fact goes to prove, that it is affright at some *perilous object*, which causes his dismay, and ought to teach us how foolish is the custom of battling with the scared horse, in the hope of overcoming his dislike by compulsion. On this latter topic we will dilate farther in the sequel.

Of *starting and shying* at objects on the road, more will be found in the sequel. See Section 8.

Fretfulness, how superinduced.—Meantime, it may not be amiss to observe, that the aids of either degree (hands, body, legs, whip) being applied too frequently and unnecessarily to horses of bad temper, or that may be commonly restless, occasions a fretfulness, that is daily rendered worse by the same misapplication of compulsory force. Among the most apparent of these transgressions, and of most frequent recurrence, is the disorderly habit some riders contract of letting their legs dangle and shake against the sides of the horse, like spindles; whereby the horse, if he be a well-taught one, is continually incited to violent action, and if he is not so, they render him insensible and incapable of being taught any thing. The fretting of a *hot horse* will hence become so excessive, as to acquire for him the unamiable character of being *a restive one*; for this anxious manner can no otherwise be moderated and caused to subside, than by the utmost stillness, steadiness, and firmness of the seat, the hands and the legs of the rider.

3. TAKING HORSE.

In the *first place*, every horse should be accustomed to stand still when he is mounted. A proposition, one would imagine which might readily be granted; yet, evident as it is, we every day see how much the contrary practice prevails. For, the ordinary method, when a gentleman mounts at a livery stable, is for the groom to take the horse by the *bitt*, which he bends tight round his under jaw: hereupon, the horse striving to go on, is forced back; then advancing again, he frets, as he is again stopped short and hurt by the manner of holding him. Meantime, *the rider* mounting without the bridle, or at most, holding it but slightly, is helped to it by *the groom*; who, being all this while fully employed with the horse's fluttering forward and backward, has, at the same time, both bridle and stirrup to give.

Horse instruction.—Is it not apparent, that all this confusion and disorder at setting out would be prevented, if every horse were previously taught to stand still when-

ever he is mounted? And, as this habit of unsteadiness is acquired at stables, upon going out to water and exercise—forbid the groom to throw himself over your horse from a block, or vantage ground, giving a kick with his leg, as is done, even before he is fairly upon him. As this blameable manner of mounting has mainly contributed to teach the horse his present unruly behaviour, so, on the other hand, will the constant practice of mounting him in an orderly manner, be sufficient to teach him that he must stand still until the rider is well adjusted in the saddle.

Mounting.—The next thing necessary to mounting properly is, that the rider himself should learn how to perform his part of the transaction, without giving the horse to understand that he is got into bad or inefficient hands.  See him represented on plate I.

Before he goes near his horse, let our equestrian look round about him, to see if his bridle, bitt, saddle, and girths, are all fitted in proper trim. Always accustom the horse to stand firm until every thing is ready for going forward; but, ordinarily, *the rider* stands near the croup, or hinder part of the

horse, with the bridle held very long in his right hand. By this manner of holding the bridle before mounting, the unwary horseman is liable to get kicked; and even when he is well *up*, the horse may go on for some time, or play what gambols he pleases, before the rein is taken short enough in hand to prevent him. It is a common error likewise for an awkward rider, as soon as his foot is in the stirrup, to throw himself on with all his force, to gain his seat, which he soon finds he cannot accomplish, until he hath previously overbalanced himself on one side or other; such an one will then wriggle into it by degrees; whereupon he hath other evils to encounter, ill suited to his present condition, for (like Gilpin's)

His horse, who never in that sort
Had treated been before,
What thing upon his back had got,
Did wonder more and more.

To mount with safety and comfort, the only way is, to stand rather before than behind the stirrup. In this posture he takes the bridle short, and the mane together in the left hand, so helping himself to the stirrup

with the right hand, as the toe may not touch the horse in mounting. When the left foot is in the stirrup, the rider moves his right until his face fronts the side of the horse, looking across over the saddle. Be sure you have hold of the reins, the mane, and the whip, with the left hand, all together, and should the reins be so slack as not to have the desired effect on the horse, you can still tighten them; but, if so tight as to occasion the horse to *rein back*, relax them by letting them slip through the fingers. Then, having grasped the hinder part of the saddle, make use of this and the left (which still holds the mane and bridle) to lift him upright on the left foot. Remaining in this posture a mere instant, so as to divide the whole action into two motions, the rider has the option either to complete his design of getting into the saddle by throwing his leg over, or of regaining his original standing on the ground. By this deliberate motion likewise is avoided, what every good horseman should endeavour to avoid,—namely, *putting his horse into a flutter*; for, when such riots once begin, few can tell where

they will end—nobody, indeed, when the rider is an ill-tempered one.

Dismounting is the counterpart of the foregoing; and, as there directed, when you dismount, hold the bridle and mane together in the left hand short, in the same way as when you *mounted*. In like manner, put your right hand on the pommel of the saddle to raise yourself; throw your leg back over the horse, grasp the cantle of the saddle with your right hand, remain a moment (as before) on the stirrup, and in every respect dismount as gently as you mounted; but with this difference only—that, what was the first motion *on mounting*, thus becomes the last upon *dismounting*. Both those affairs may be enacted differently, according to the rider's whim, necessity or occasion; as, for example, *mounting* by a jump, as practised by certain *voltigeurs* in the French armies, and *dismounting* by a throw off, in cases of great danger; but none other than the right method should be attempted, when doing the thing leisurely and gentlemanly.

☞ Be careful not to bend your right knee on dismounting, lest your spur should rub against the horse.

A groom is not indispensable on those occasions; for, if your horse has been accustomed to stand quiet when he is mounted, the less necessary will be an assistant; but, if his attendance be required for any other reason whatever, suffer him not to touch the reins, but that part of the bridle only which comes down the cheek of the horse. Acting under such a command, he cannot interfere with the management of the reins, which belong alone to the rider, either for ornament or for use.

*** Although it has been customary here in England, to *mount* a horse on the near side, (as it is also for females to ride, and for post-boys to drive, on that side,) yet it may not be altogether unserviceable for all classes to practise the off-side management of their cattle. Moreover, my Lord *Pembroke* formerly recommended, and *late events* having demonstrated, that expertness at mounting on either side may be employed advantageously in military affairs, the rider has but to reverse the instructions for mounting on the left to those which suit the right side, in order to attain proficiency in both.

4. OF THE SEAT.

As all the other movements depend on the manner in which we take our *seat*, at the first motion the horse makes, we may bestow a few moments of particular attention on this point, to advantage. And we may define the term *seat* to mean, the co-adaptation of the several parts of the horseman's body, so that these may change with the least trouble, according to the various manner the horse works in. But the annexed engraving (figure 2) will shew at a glance what is considered the true seat, at setting out, for all manner of *exercises*, and is equally adapted to road riding, to the manage, and to military parade, though deviations occur on actual service. This position, however, will meet with some disturbance, whenever the horse is put upon his airs; but the rider is well enabled to recover his seat, (if he does not *maintain it*,) at every interval in those airs, or change from one to another.

In this *plate*, we claim no particular merit

for the figure or going of the horse, but desire the reader to pay most attention to the *position* of the rider, which enables him to have a strong muscular hold with his legs and thighs, so that, should the horse plunge or kick, he preserves his seat to all intents and purposes.

Observe, the thighs, from *the fork to the knees*, have, at all times, firm hold of the saddle, which they could not do if the rider had been seated back on the cantle of the saddle, as if sitting in a chair. To obtain this firm hold of the saddle, the *thighs* must be turned inwards from the hips, so that the hollow and muscular part of the thighs lie smooth and flat to the saddle. *The knees* must be stretched down and kept back, so as to place *the thighs* about twenty degrees short of a perpendicular at their upper side: this will occasion the horseman to sit on his fork or twist, and not on his breech. The knee is bent, so that *the toe* hangs perpendicularly from the knee; the legs do not touch the horse's sides, and the heel is sunk so that the toe is raised.

Deviations from this first or *true seat*, as regards *hunting* and *hussar* riding, occur in

the sequel ; as do some remarks on *racing*, and other peculiarities, for all which consult the *Index* under those heads.

Balance and equilibrium.—How often do we not hear it said, with much emphasis,—such an one “ has *no seat* on horseback ! ” Meaning thereby, not only that he does not ride *well*, but that he does not sit on the right part of the horse’s back. To have *a good seat*, it is necessary the rider should sit on that part of the horse which, as he springs in his paces, is the centre of motion ; and from which centre, of course, any weight placed there would be with most difficulty shaken by that motion. As we see exemplified in the case of a board placed on a just balance, the centre will always be most at rest, so the true seat will be found in that part of the saddle into which the rider’s body would slide naturally, were he to ride *without stirrups* ; and is only to be preserved by a proper *poise of the body*, and the adaptation thereof to the violent counteractions of the horse, though the generality of riders imagine the thing is to be done by the grasp of the knees and thighs. Whereas, the rider should consider himself

as united to his horse at this point of equilibrium, and when shaken from it endeavour to restore the balance, by falling into it, as 'twere, at the next stride he takes.

Perhaps the bare mention of the *two extremes* of a *bad seat*, may more clearly elucidate what is the *true one*. The first of these is, when the rider sits very far back on the saddle, so that his weight presses on the loins of his horse; the other extreme is, when the body hangs over the pommel of the saddle, and the rider's teeth run the risk of being knocked out by the horse's poll—in leaping. *The first* may be seen practised by grooms, when they ride with their stirrups affectedly short, and by turf jockies necessarily so, that they may employ *the pulls*, and 'get hold of the horse's head:' the latter extreme is resorted to by timid horsemen, on the least flutter the horse may be put into.

Every good rider has, even on the *hunting-saddle*, as determinate a position for his thighs as can be demonstrated for him by admeasurement—as was done for the more formal seat in a former page (the 17th.) Indeed, there is no difference between *the seat*

for the one and the other service, except that, as in the first the stirrups are taken up shorter, so the body is consequently thrown more backward than the knees—viewing both straight up and down.

Saddle pressure. Would the rider have a good seat himself? Then must his saddle sit well. But, to fix on any precise rule for all kinds of backs would be a difficult task, and scarcely attainable; but one rule we may set down as incontrovertible, and which might be a proper direction to give the workman,—*namely*, to permit the saddle to bear as equally as possible on the part just described as the *point of union* between the man and horse, taking especial care not to obstruct the action of the horse's shoulder. As *the seat* in some measure depends on the saddle itself, it may not be amiss to observe that, because a saddle with a high pommel is thought dangerous to the rider's person, the contrary extreme prevails, and the pommel is scarcely allowed to be made higher than the middle of the saddle. Agreed, that the saddle should lie as near the *back-bone* as it can be formed without hurting the horse; for, the nearer you sit to

his back, the better seat you obtain. But, if it does so sit, it is plain that the pommel must rise sufficiently to secure the withers from pressure; therefore it follows, that a horse whose withers are higher than common, (a well-built hunter for example,) requires a pommel higher by so much as he excels the generality of horses. If, to avoid this assumed danger, your workmen make the saddle of a more straight line, the inconvenience before spoken of follows,—viz. you sit too much above the *horse's back*, the saddle cannot form the *proper seat*, nor can you be pronounced 'a horse-back' at all. ↩ There should be no *ridge* from the button at the side of the pommel to the back part of the saddle, as formerly practised; but that line should be a little concave for your thighs to lay in at their ease. In short, a right *proper saddle* ought to be formed as nearly as possible, as if it were cut out of the horse.

In the middle of such a saddle, let the horseman place himself, and there sit erect, as *per example*, (plate 2,) but with as little stiffness in his manner as in his ordinary sitting at home: he may repose himself, but

should not lounge; for *ease of action, and unconstrained manner on horseback, mark the gentleman*, as much as any other movement he may be called upon to make, whether this be before a gaping public, or at court, or in presence of *the ornates of the land*. Dancing, *presentation*, ‘taking the oaths,’ the *entrée* and *sortie du carrosse*, *la promenade agréable* in the parks—all vanish before the *tout-a-fait* a-horseback, like thin thin air. Moreover, the *set and studied erectness* acquired to excess in the manage riding-schools, by those whose deportment may not be otherwise easy, ever appears like the effect of constraint, and is not only ungentle and unnatural, but wholly un-English to boot, and therefore to be discarded by *the true-born*.

Tricks. If a horse stops short, or endeavours by rearing or kicking to unseat his rider, bend not the body forward, as many do under similar circumstances, because that motion throws his breech backward, and he off his fork or twist, and, consequently, he is now thrown out of his proper seat. Whereas, would he preserve it, advancing the *lower part* of the body, and bending back the

upper part and shoulders, is the only true method of *keeping his seat*, as it is to recover it *when lost*. In taking the *flying leap*, this bending of the body, and that in a great degree, is a great security for going over safe, as it is also in the *standing leap*. The horse's rising does not try the rider's seat, but the lashing out of his hind legs is what ought to be chiefly guarded against; and this is best done by the body's being greatly inclined backward. In this endeavour to counteract his unruly efforts, do not stiffen the legs or thighs, but let the body be pliable at the loins, like unto the coachman's on his box. This loose manner of sitting such a horse, will elude his every adverse motion, however roughly put in force; whereas, the fixture of the knees against his sides, that manœuvre which mistaken persons commonly lay great stress on, will, in great shocks, only conduce to the certainty and violence of the fall.

By way of illustrating this last point.— Were the cricket-player, when he would catch the ball that is struck with great violence, and sent with much velocity, to hold his hand *firm* and *fixed* when he receives it,

the hand would be bruised, or the bones fractured probably, by the resistance thus offered. Therefore, to obviate such an accident, he gradually recedes his hand with the motion of the ball for a certain distance, and thus, by the due admixture of resistance and compliance, he catches it without sustaining the least injury. The case is exactly the same in riding restless horses: the skilful horseman, on being unseated, will recover his equipoise, by giving way to the motion in some measure, whilst the unskilful rider will be flung completely out of his seat, by such ill-assorted attempts to remain fixed in it—thus exemplifying the story of *the oak*, that gets broken through its stiffness, whilst the bending willow escapes.

The legs are mainly concerned in maintaining a good seat, as was observed at a preceding page, (13); therefore, stretch not the legs forward, as this has the effect of pushing you against the hinder part of the saddle; neither gather up your *knees*, like a man riding on a *pack of wool*, as this throws the thighs upwards. Either of those mistaken practices unseats you. But keep your legs straight down, so that the knees

may prevent you from *seeing* the feet, and sit not on the most fleshy part of the thighs, but so as to bring in your *knees* and *toes*.

The thighs, to have an effectual hold of the saddle, should be turned inwards, so that the hollow and muscular parts thereof may lie smooth and flat on the saddle. But whenever the rider finds his thighs thrown upwards, let him widen his *knees*, in order to get them and the upper part of his fork lower down on the horse; grasp the saddle with the hollow or inner part of the thigh, but not with more force than is just requisite to assist the body in maintaining its balance. This position enables him to keep his spurs from the horse's sides, and to bring the *toes in*, without that affected and useless manner of bringing them in, which is daily practised by many inexpert horsemen.

Stirrups. Let your feet determine the proper length of stirrup-leather, rather than permit the stirrups to influence your seat. If more precision be desirable, we may notice that the length should be such in a *hunting-saddle*, that when you *stand up* in the stirrups, the breadth of four fingers' space should be found to intervene between

your fork and the saddle. This suits *hus-sar riding*; but in all military exercises, and every other where horse and rider are of the strong kind, no seat is so secure as a firm one *on the saddle*.

Sink your *heels* down; for, whilst the heels and thighs are kept well down, the rider cannot fall. This manœuvre, aided by the bend of the back, gives the requisite security to the seat of those who bear themselves up in their stirrups in a swift gallop, or in the alternate rising and falling in a full trot. It is even more safe to ride with the ball of the foot pressing its own weight and no more on the stirrup, than with the stirrup as far back as the heel; for the pressure of the heel being in that case *behind the stirrup*, keeps the thigh down in its just position.

After all, to a young horseman the stirrups will be found an incumbrance rather than any assistance, and a fresh difficulty arises, *namely*, the keeping of the foot in the stirrup. This must be surmounted by practice, and the plying of the instep to the action which the body effects will keep it there. The learner would derive much instruction,

and acquire some adroitness, if he would practise riding in a large circle *without stirrups*, keeping his face looking on the outward part of the circle, so as not to have a *full view* of the horse's head, but just of that ear only which is towards the outer part of the circle; hereby will that shoulder which is towards the centre of the circle be thrown considerably forward. By these means, he learns to balance his body, and keep a true seat, independently of the stirrups. He may likewise escape a fall at some future period, should he at any time lose the stirrups by being accidentally shaken from his seat.

Further, let him not rely on the *reins* for preserving his *balance*, for these are even less to be depended on than the stirrups: practice and the observation of these rules, will best teach him how to maintain his equipoise. After practising the longe, as just recommended in large circles, at an easy gentle trot, he will next proceed to increase his pace, and to contract his circles. In this case, he will find it necessary not only for the body to lean with the horse, but likewise to bend, or be turned in the same di-

rection as the horse turns his head, which, of course, will be inclined towards the centre of the circle. This may be considered the first deviation from strict *progression*.

5. PROGRESSION.

When you would have your horse go forward, teach him to move by pressing both knees close to his sides; speak to him, if you please, but avoid applying the whip, unless for shew. If you wish to accelerate your progress, press the knees with more force, and increase it, until the spurs just touch him. By well regulating this practice, he will (if he has any spirit) move forward upon the least pressure of the legs; or, if with one leg, he will thrust out the croup of the other side, and so be taught to go sideways, if need be, to avoid disagreeable objects; for a horse will learn any thing, by your attending to such matters, and a good quality may as easily be taught him as an ill one. Never spur the horse with a *kick*; but, if it be necessary to spur him briskly, keep your heels close to his sides;

as he becomes obedient to the impulse, relax the pressure, and he will not soon forget that the same discipline awaits him.

Chastisement is generally carried with too high a hand. Most men whip and spur the horse severely to make him go faster before they bid him ; but that must be allowed silly and cruel treatment, to beat and abuse a generous high spirited creature, before you have signified your wishes to him, by some token he may previously be taught to understand ; one who would obey you if he knew your pleasure, and whom it is quite soon enough to punish when he refuses to comply, or resists your commands. Neither haul his head about with too tight a rein, as this deadens the bars of his mouth, and makes him “ heavy on the hand ;” whereas, the rider should yield or slacken the bitt frequently to him, lest by continual pressure on the bars, these lose their sensibility and become indurated, so that the horse no longer answers to the pull, and is then said to be “ a hard-mouthed one,” that ‘ arms himself against his rider.’ Much depends upon the quietness of the bridle-hand, for the safe and pleasant prosecution of your jour-

ney or exercise, so keep your elbows steady and light, if you would preserve the due feeling of his mouth.

Arms and elbows being carried awkwardly, now as high as the shoulders, now down again, like a tailor, according to the paces of the horse, contributes as much as any other mistaken notion to spoil the bars. Besides which, the posture is extremely unbecoming, and the weight of *the arms*, and of the body, too, if the rider does not sit still, act in continual jerks on the jaw of the horse; all which must give the animal pain, and cause disquiet and restlessness, if he has a tender mouth, or any spirit in him. Such *bad riders* frequently express their wonderment how it comes to pass, that horses which have caused trouble to themselves, immediately become gentle as soon as they are mounted by *skilful ones!* though, to their perception, this skill *seems unemployed*. But the sheer reason for this alteration in his behaviour is, that the horse is permitted to go at his ease, yet finds all his motions watched and guarded against, which he in turn has sagacity enough to discover. A rider of any intelligence will even *hide*

his whip, if he finds his horse is afraid of it; and keeps his legs well from his sides, if he ascertains that the punished animal dreads *the spur*; as he does also endeavour to avoid the infliction of any other disagreeable thing upon him, as we shall see in the sequel. In like manner, avoid the ungraceful custom of permitting the legs to dangle against the sides of the horse; and, as you are not to keep your arms and elbows *high*, nor in *motion*, so fall not into the contrary extreme of rivetting them to your sides, but let them fall easy from the shoulder to the elbow. Any one of experience may, at considerable distance, distinguish a *genteel horseman* from an awkward one; for the one sits still, as 'twere, and appears of a piece with his horse, whereas the latter seems flying off at all points, like a disordered logician, striving to bring his scattered notions to a bearing.

6. THE APPLIANCES.

The reins are evidently of prime importance in every evolution; yet, whoever thinks of *holding on* by them endangers his seat and spoils the horse's mouth. Let the hand be firm, and the reins of such a length as to feel and support the horse. *Sit square*; and let not the purchase of the bridle pull forward your shoulder, but keep your *body even*, just the same as it would be if each hand held a rein. Hold the reins with the whole grasp of your hand (the left), dividing them with the little finger. Let your hand be perpendicular, the thumb being uppermost and placed *on the bridle*.

Bend your *wrist* a little outward, and when you *pull* the bridle, raise your hand towards your breast, and the lower part of the palm rather more than the upper part.

Let the bridle be of such a length in your hand, that, in case of stumbling, you may be able to raise the horse's head and support it by the strength of your arms and the weight of your body thrown backward.

If you hold the rein at too great a length, it will be seen, that in effecting this simple manœuvre you are subject to fall backward as the horse rises.

If, knowing your horse perfectly well, you think *a tight rein* unnecessary to your present pace, advance your arm a little, but not your shoulder, towards the horse's head, still keeping your usual length of rein. By this means you have a check upon your horse, whilst you indulge him with lessening the pressure on the barrs.

Vice of any sort is much easier corrected at its first appearance, than after long habit has confirmed the evil propensity. When your horse attempts to be vicious, take each rein separately, one in each hand, and advancing both arms forward, hold him very short. In such cases, it is the common practice for unknowing riders to *pull him hard*, with the arms low; but the horse, having by this means his head low, too, has more power to throw out his heels; whereas, if his head be raised very high, and his nose thrust out a little, which is a necessary consequence thereof, he can neither rear up before nor yerk out behind; because he can

give himself neither of those motions without having his head at liberty. On the same principle, a plank, balanced in equilibrio, cannot rise at one end unless it be depressed at the other.

The pulls. If a horse is headstrong, pull not with one *continued pull*, but stop and back him often, just shaking the reins and making several little *repeated pulls* until he obeys. Many horses are so accustomed to *bear on the bitt* when going forward, that they do not comprehend that a *steady pull* is the signal to desist, besides that, after long continuance, the bars are thereby benumbed: others, again, appear discouraged if the rider does not so indulge them in their old habit.

But, if a horse is *loose-necked*, he will throw up his head at the *continued pull*; in which situation, the rider may rest assured on seeing the *front of his face*, that he has lost all power over him, without an entire change of tactics.

Whenever a horse thus enacts his part, drop your hand and give the bridle *play*, and he will drop his head again, as matter of course, into its proper place. Whilst it

is coming down, make a second gentle pull, and you will *find his mouth*. With a little practice, this feat is achieved almost instantaneously, and, in the distance of a few yards, will stop the progress of any horse which would inevitably run away with those who pull at him *with all their might*. Almost every one must have observed that, when a horse feels himself pulled with the bridle, even when he is going gently, he frequently mistakes what was designed to *stop* him, as a direction to bear on the bitt, and to *go faster*.

The rule here given how to ride a *loose-necked* horse, will be the proper one for all *light-mouthed* horses,—one or two precautions being added thereto; *namely*, to search whether his saddle, or girths, may not in some way pinch him; also, whether the bitt may not hurt his lip by being placed too high in his mouth; for, whenever the suffering animal frets from either of those causes, how can we reasonably expect that his head will be steady?

☞ It is a common custom with some people, to be always *pulling at the bridle*, as if they would set off to advantage either the

spirit of the horse or the skill of the rider. The ill effect of this treatment is, that such horses are thereby taught to hold their heads low, and to pull so as to bear up the rider from the saddle, standing in his stirrups, even in the gentlest gallop. How very improper this conduct is, we are experimentally convinced when we happen to meet with a horse which gallops otherwise: we are then constrained to say, 'he canters excellently,' and find the ease and pleasure of his *going*. I am free to allow that, when horses are designed for the *race-course*, and swiftness is the main consideration, the method is a good one, and is practised, I observe, on the turf with success; but that comes not within the scope of *our present purpose*, which is that of gentlemanly riding only.

Dealers, also, may be privileged from rebuke on this head—it is their trade. Therefore is it not to be wondered at, that they are always *pulling* at their horses; that they have the spur constantly in their sides, and are at the same time continually checking the rein; for, by these means they make their *property* bound about and champ the

bitt, whilst their rage being thus spurted up, has the appearance of spirit and great mettle. Those people also ride with their arms spread out, and stoop very low over the shoulders of their horses: this method makes the animals *to be sold* to stretch their necks, and imparts a more pleasing appearance to their *forehands*; it further contributes to conceal a *thick jowl*, the which, if the head be raised up, would prevent its yielding to the bitt, besides serving to hide the ewe-neck which might otherwise evince itself in a manner not to be mistaken.

Indeed, there is only one excuse for such very unseemly proceedings; for it may be allowed, if you have a horse unsteady to the bitt, formed with a naturally heavy head, or one which carries his nose obstinately in the air, you must find his mouth *where you may*, and make the best of him you can.

Bitts.—If you ride with *a curb*, make it a rule to hook on the chain yourself: the most quiet horse may bring his rider into danger should the curb hurt him. If, in fixing the curb, you turn the chain to the right, the links will unfold themselves and

thus prevent a farther turning. Put on the chain loose enough to hang down on the horse's under lip, so that it may not rise and press his under jaw until the reins of the bridle are moderately *pulled*.

Keep your horse's head high, that he may raise his neck and crest; play a little with the rein, *move the bitt* in his mouth, that he may not press on it in one constant and continued manner. Be not afraid of raising his head too high; he will naturally be too ready to bring it down, and tire your arms with its weight, on the least abatement of his mettle. Whenever you feel him heavy, stop him, and make him go back a few paces; whereby you break by degrees his propensity to press on the bridle.

Curb.—It is advisable to ride with a *snaffle*, and use your *curb* occasionally only, —provided you use one. Choose your snaffle full and thick in the mouth, especially at the ends, to which the reins are fastened. It has been a long-standing complaint, that the snaffle is made too small and long, so that it bends back over the bars of the horse's jaw, working like pincers, and cutting his mouth; whereas, its operation is rendered

milder by the mouth-piece being made of a tolerable substance, even the size of one's finger; and milder still, for young mouths and tender ones, if the centre thereof be united by a ring in the middle.

The management of the curb is too nice a matter to be fully entered upon here; wherefore let us no farther prescribe rules than to recommend great caution in its use and application; a turn of the wrist, rather than the weight of your arm, being quite sufficient for its guidance. The well-known elasticity of the fishing-rod, when it has hooked a fish, imparts a good idea of the proper play of a horse's head, by means of his bridle: his spirit and his plianleness are both marked by it.

A horse should never be put to do any thing in *a curb* that he is not ready at. You may force him, or pull his head about any way with a *snaffle*; but a curb is calculated only for acting in a direct line a-head. True it is, that a horse will be turned out of one track into another by a curb, but this is effected only because he knows it as a *signal*. When he is put to draw a one-horse chaise, and does not understand the necessity he is

then under of taking a larger sweep when he turns, you frequently see him 'become restive,' as they are pleased to term his behaviour; but, put him on a snaffle, or buckle the rein to that part of the bitt which does not curb him, and the horse suffers himself to be pulled about until he comprehends what it is you desire of him.

Colts are taught to *bear a bitt*, and, by degrees, to *pull* at it. By the way, if they did not *press it*, they could not be guided by it. By degrees, they find that their necks are stronger than the arms of the rider; and that they are capable of making great opposition, if not of foiling their riders. Then is the period of time to make them supple and pliant all over; and the part which of all others most requires this pliancy *is the neck*, whence the metaphor of 'stiff-necked generation,' for *disobedience*. A horse cannot move his head, but by help of the muscles of his neck; indeed, the neck has been aptly termed his *helm*, as it guides his *course*,—it also changes and directs his every movement.

To shew the use and employment of this pliancy in *every part* and *every limb* of the

horse, would be an undertaking far beyond the original design of these few lessons, addressed as they are to the *less-experienced* and *careless* horseman. *His* idea of suppleness need go no farther than that of an ability and readiness in a horse to move any limb, or limbs, on a *signal given* him by the hands or legs of the rider; as, also, to bend his body and move in a short compass, quick and collected within himself, so as instantly to be able and ready to perform any other required motion.

These rules and instructions as to the proper employment of what may be termed the instruments usually applied to guide the horse, pre-suppose that he has spirit in him, and a good mouth; but if he is without either, or both, you must take your beast as you find him, and ride him with such a bitt as you find more to your taste. Indeed, many of the modern bitts, which have generally received the names of their inventors, were adapted solely to individual horses or persons, with some peculiarity or other attached to them.

7. CARRIAGE.

No horseman ought to be satisfied, though so many are, with a round neck, and a head that is drawn in towards the breast. Not that it will be altogether amiss, though your horse carry his head *bridling in*, provided, at the same time, he carries it tolerably *high*, with his neck *arching upwards*; but if his neck bend *downwards*, his *figure* is invariably disagreeable, his *sight* being too near his toes,—he then leans on the bridle, and the rider can have no command over him. If he press on the bridle *lightly*, he is the more sure-footed, and goes pleasanter for it, as your wrist alone may then guide him. But if he hang down his head, and makes you to support the weight both of this and the neck, with your arms bearing on his withers, which is called, being ‘on his shoulders,’ he will strike his toes against the ground and stumble.

Rein up, occasionally, if you would have your horse carry well; and if he is thus *heavy on the bitt*, tie him every day for an

hour or two with his tail to the manger, and his head as high as you can make him lift it up, by means of a rein, passing over a pulley, on each post of the stall, tied to each ring of the snaffle bitt.

The Neck.—Horse-breakers and grooms have a mighty propensity to bring a horse's head *down*, and seem to have *no seat* without a strong hold by the bridle. They know, indeed, that the head should yield to the reins, and the neck form an arch, but do not take the proper pains to make it *arch upwards*. A temporary effect of attempting to raise a horse's head, without employing due skill, may be to make him push out his nose, perhaps. Hereupon they will tell you, that 'his head is already too high,' probably; whereas, it is not the distance from his *nose to the ground* which determines the question of the head being too high or too low, but the admeasurement is to take place from the top of the head to the ground, to enable us to judge rightly. Besides, though the fault is usually considered to depend on the manner of *carrying the head*, it should rather be said to be in that of carrying the neck; for, if *the neck be raised*, the head will then be

found more in the position of one set on upon a well formed neck.

Some pointed remarks on this *setting on* of the head and neck, the result of much laboured investigation and long observation, may be profitably consulted in Hinds's Veterinary Surgery, pages 52, 59.

Carry low.—The design, therefore, of lifting up *the head*, is demonstrably to raise the neck, and thereby *bring in* the head; for, the horse's *nose* may be drawn in or thrust out, even while the bridle makes the same line from the hand to the bitt, according as his neck be so raised or depressed. But, in defiance of this rule, we usually see colts attempted to be broke in with their necks cavezoned very low, their necks stiff, and not in the least suppled. Whence arises further mischiefs; for, no sooner is the breaking tackle laid aside, and they are mounted for the road, with a larger allowance of corn and rest, than they show their tricks, frequently plunge and shy, in consequence of the injudicious treatment to which they have been subjected: hence arises the necessity of a second breaking; and, as few gentlemen can manage their own horses, they are

put into the hands of some half-taught groom, or rough-rider, of rough temper and little discretion, from whom they learn a variety of bad habits.

Carry high.—If, on the other hand, your horse carries his head, or rather *his nose*, too high, he generally makes some amends by moving his shoulders lightly and going safely.

This fault in the carriage of the forehand is well worth a moment's investigation. Some horses' necks are set on so low at the shoulders that they bend first downwards and then upwards, so much like the stag's, that some do call such awkward conformation 'stag-necked.' Some of these have the upper line of their necks, from the ears to the withers, too short; and some necks are attended with both faults at the same time. Now, it is palpable, that *a head of this sort* cannot possibly bend inwards so as to form the *proper arch*, because the neck bones or *vertebræ*, are then too short to admit of the proper flexure; for, notwithstanding these bones in long and short necked horses are always the same *in number*, (viz. seven)—they are not so in their *form*,

or the manner of joining each other. Than the *shape* of these neck bones, *severally*, scarce any thing so eccentric can be found in the horse; all conduced, however, to its natural motions, and all so nearly alike as to articulate into each other, except the lowest bone, almost, next to the *throat*. Here you may *feel* that this one bone—which is considered the sixth vertebra, has a wider process underneath than either of the upper bones, and in some horses is considerably out of proportion. On this disproportion mainly depends that awkward *setting on* of the neck, which acquires the term ‘stiff-necked,’ from its want of pliancy, or not answering to the rein, which is satisfactorily accounted for by the muscular and ligamentary covering adapting itself to the *shape of the bones*; but principally of that large ligament which passes from the poll to the withers underneath the mane, to *suspend* and keep in position the head and neck.

Thick head.—In some horses, again, the jaw-bone is found so thick, that it meets the neck, and the head by this means has not sufficient room to bend. On the other hand, some have the under line from the jaw to

the breast so short that the neck cannot rise. Both kinds of mal-conformation are irremediable, entirely ; though, in all these cases, you may gain *a little* by a nice hand with an easy bitt ; but no curb, martingale, or other *forcible means*, will teach a horse to carry his head or neck in a posture which nature has made *uneasy* to him. By trying to pull in his nose further than he can bear, you will only add a bad habit to the natural defect. You could not, indeed, contrive a more effectual method than this to make him continually toss his nose up, and throw his foam over you.

8. OF STARTING AND SHYING.

Many horses are taught *to start* habitually, by flogging them *for starting* ; but, in the name of common-sense let us ask, how is it possible they can comprehend that it is designed as a punishment for so doing ? Something has occurred that occasions fear of bodily infliction, and now they are taught that this punishment is assuredly followed by whipping, spurring, and (with some) by a

good rating over. In the manage-riding-house this misconduct is very fairly exemplified by its contrary. There, by the same means, they teach a horse to rise up before, and to spring and yerk out his hinder legs 'in the most *beautiful* manner possible,' as they say, calling it *la capriole*; this they effect, by whipping or pricking him when tied between two pillars whilst his head is a little at liberty. Whereas, if the horse under such treatment were brought to apprehend this was a punishment *for doing so*, he would not by these means learn to perform such high capers.

Through the same mistaken notion, people teach the animal to spring and fly off while it is already scared or frightened. Whereas, most shying horses would go quietly past any object they might begin to fly from, if their riders, instead of gathering up their bridles, and showing themselves so ready to recognise the frightful object, were they to throw the reins loose on their horses' necks. On the contrary, however, when a horse starts at any thing on one side, most riders turn him out of the road to make him go up to what he started at:

if he does not get the better of his fears, or readily comply, he generally goes past the object, making with his hinder parts, or *croup*, a great circle out of the road; whereas, previous to the first affright, as well as after it, he should be taught to keep strait on, without minding objects of any sort on either side.

Rule. If your horse starts at any thing *on the left*, let us suppose, hold his head high, and keep it straight in the road you are going, pulling it *from looking* towards the thing he starts at, and keeping your *right leg* hard pressed against his side, towards his flank: he will then go straight along the road. By these means, and by turning his head a trifle more away, he may be forced with his croup close up to the object that affrighted him; for, as *his head* is pulled in one direction, *his croup mechanically* turns to the opposite.

☞ Always avoid a quarrel with your horse, if you can. Should he be apt to start, you will find plenty of occasions on which to exercise your own patience and his obedience, when the object he starts at

lies *directly in the way* you would go, and you *must* make him pass it. If he is not subject to start, you should not contend with him about trifles, lest you make bad worse.

Previous education goes a great way in obviating the recurrence of vices of this nature; so that this rule for going past a dreaded object may, perhaps, be somewhat inapplicable to a regularly-taught managed horse, which will always obey the leg; but even such a horse, if he be really afraid and not restive, it may not be amiss to make look another way; unless *the object* be something you would particularly accustom him to the sight of; and then, when you may have brought him up to it *mechanically* with his croup near the object, gently face him about towards it: be steady.

In like manner, the case will also be different with a horse whose fear is owing to his being unused to certain objects—of a *military description*, for example; but such an one is not to be rode by any horseman to whom these RULES are chiefly addressed: the *starting* here meant to be guarded against, is that which arises principally

from the horse being pampered, and springing about through liveliness, and for want of a proper education.

Facing a dreaded object admits of being considered in a somewhat more philosophical point of view than we have yet presented the affair. Among the rest, the notion of making a horse go immediately up to every thing he is afraid of, under the idea of not suffering him to become master of his rider, seems to be carried too far. Allowed, that it is an approved and proper manner of conquering a horse's fear of the sound of a drum, for instance, by beating one near him at the time of feeding; by reason of this not only familiarizing him to the noise, but of its becoming pleasant as the forerunner of his meat; whereas, nought can be more clear to our perception, that if he were to be whipped up to the drum, he would start at it, perhaps, as long as he lived. Ought not this to teach us a lesson as to other dreaded matters and things; and shew, that it would be infinitely better to suffer the affrighted horse (provided he does not absolutely *turn back*) to go a little from, and avoid an ob-

ject he has a dislike to, and accustom him to it by degrees, assuring him that it will occasion him no harm—than to punish him, quarrel with him, and then submit to his will after all? Whereas, it is the common practice for the rider to insist on the horse's overcoming his fears in an instant; the consequence whereof is, if he sees the like object again, it is probable he will recollect his former dread, and *arm himself* to renew his disobedience.

Men in general are too apt to suppose, that a horse fears nothing so much as his rider, with whip and spur arrayed; but may he not be presumed to go in fear of instant destruction, under such circumstances? Of being crushed to death—of being drowned—of falling down a precipice? Ought it to be any wonder that a horse should be afraid of a *loaded waggon*, for instance, with its impending weight far above his head? May not the hanging load seem to threaten its falling on him! Wherefore, I am convinced, that no rule for road-riding can be more generally applicable to all such cases, than to shew the astonished animal that there is

plenty of room for him to pass untouched—that, in fact, no danger whatever is to be apprehended. This is to be achieved, as before observed, by turning his head from the *carriage*, or other object of aversion, and pressing your knee, which is farthest from it, against his side.

Though it be perfectly agreed that no man ought to whip his horse *for starting*, no good effect is ever produced from clapping his neck with your hand *to encourage him*, as is commonly practised. If one took any notice whatever of his starting, it should be rather with some *tone of voice*, which he usually understood as expressive of dislike at what he is doing; for, be assured there is *opposition* mixed with his starting, and *a horse is ever disposed to repeat what he finds has once foiled his rider*.

A maxim, universally received by the best horsemen, says, that ‘a horse is not to stop without *a sign* to that effect from his rider.’ Is it not then probable, when he is forcibly driven up to a carriage, or other dreaded object, that he conceives himself compelled either to attack it or run against it? Can he

understand the rider's spurring him, *with his face directed towards it*, as the sign for him to pass by it? Nay, it would be the essence of foolishness to suppose such a thing.

Hints of the most useful nature may be drawn from experience in every active concern of life; and on the subject of starting and shying, and the restlessness of horses, as much as any other. Hence, we learn,—1st, That a horse is easily alarmed for the safety of his face and eyes; 2d, That he will not go with any force, face to face, even to another horse, if he have the power to stop; 3d, He sees perfectly sideways; and, 4th, That he will even catch back his head from a friendly hand, that may be intended to caress him, is equally known to many horsemen. To which we may instructively add, that this conciliatory manoeuvre once accomplished, and the person's hand permitted to pass gently across his eyes, aslantwise, his submission is unbounded. We may here, also, direct that the groom who would thus conciliate his horses for any purpose whatever, (as shoeing, clipping, trimming,) should commence his caresses by giving a

few bits of carrot singly from the hand, with which his jacket pockets may have been provided for the purpose.

Finally, as to starting.—Notwithstanding the instructions before given, of not pressing a horse up to a carriage of the description which he starts at; yet it sometimes happens, that such a one as you apprehend will frighten him meets you at a narrow part of the road; then, what is to be done, for onwards you must go? ↪ When you have once let him know he is to pass it, be sure you remain determined, regard the contest as one in which you *must conquer*, or lose your character as a horseman, and press him on with both legs *at him*. Persevere more especially when part of the carriage may have already passed you; for this reason—if, when he is frightened, he is *accustomed* to go back and turn round, he will most assuredly repeat it, whenever he finds, by your hand slackening and legs failing to press against him, *that you are irresolute*, not firm of intention; and this part he will most probably enact at the most dangerous crisis of the rencontre,—namely, when there is scarcely room for him to turn,

and the wheels of the carriage take him in the rear. What unhappy consequences result from this state of affairs, it were superfluous to describe. *** Remember not to touch the *curb-rein* on such an occasion, as it would most certainly so check him as to add to the confusion and danger of the scene: May you get well throught it, and bring away your horse safely !

Leading a horse from such a scene is no very easy job; nor is this most simple of all the acts of progression usually performed in even a tolerable manner. It is not known to every one, that the person who would lead a horse by the bridle, should not turn his face towards him when the animal dislikes, hesitates, or refuses to follow; for *the eyes* of mankind and *the voice* of man intimidate the horse, and inspire him with fear of punishment; especially after kicking up a row with each other, in the manner just contemplated, or indeed any other of less moment. If, in addition hereto, the horse-leader raises up his arms, shews his whip, or pulls the bridle with jerks, he frightens the horse, instead of persuading him to follow, which a little trouble and less patience

might have accomplished pleasantly to both parties: a temper ruffled at setting out in the morning, scarcely subsides during the day; for horses are not 'troubled with short memories,' like some gentlemen, whom we hesitate fully to designate.

9. RULES ON A JOURNEY—THE FOOT.

Passing over the more obvious precautions to be taken upon setting out, as regards the fitness of your horse for the undertaking, his general health,—the remedying of any defect,—the state of his legs, and other minute particulars, we come at once to those matters whereon mistaken notions prevail.

While on a journey, be less attentive to your horse's *nice carriage* of himself, than to your encouragement of him, and keeping him in good humour. Raise his head; but when he flags, by reason of a long day or over-strong work, you may indulge him with bearing a little more upon the bitt than you would allow in taking a mere airing exercise, or afternoon's canter in *the Park*. If a horse is lame, he naturally hangs upon the

bridle ; and so he does, in a less degree, you will observe, when his feet become tender through *pace*, or he is merely tired. On a journey, therefore, the state of his mouth will materially depend on his strength and the goodness of his feet. Be you very careful, then, about the feet ; and when you require his services, permit not the *shoeing smith* to spoil them by his want of skill. A very few simple directions, which shall not be extremely digressive, will enable you to keep them from the impending danger of contracted sole, if not permanent *lameness* ; and you resort to *Osmer's Treatise* on this ever-interesting point of good Horsemanship, when, perhaps, it is too late—for, remember the old adage, ‘ No foot, no horse.’

Shoeing.—When your horse requires to be shod, suffer not his soles to be hollowed out, as is still too much practised, but order the wall or crust only to be pared quite flat, even with the sole, and take off most at the toe. In fact, ‘ short toes !’ should be a maxim in every body’s mouth, at the bare sight of a smithy. But there is generally a mischievous finishing stroke of the rasp given by the farrier, all round

the edge of the horn next above the shoe, ' for the sake of neatness and finish,' as is asserted. Whereas, no mal-practice in shoeing is more demonstrably harmful to the feet; this being the most useful part of the horn, especially at the quarters, ought to suffer no diminution whatever; but, on the contrary, stand much in need of augmentation, more particularly the *inside* quarters; and keeping the *toes short* constantly, contributes greatly to effect this desirable strengthening thereof. Whatever the ill-advised workman may subtract from this part, is very like a carpenter's paring the bottom of a post, which of consequence weakens it in the most essential way at the place where the greatest strength is required. Neither let *the heel* be pared, nor *the frog*, more than to take off what is ragged or broken; and even this small portion, it would be more adviseable for you yourself to take off with your pocket-knife after *the job* is over, than trust the paring in any degree to a farrier's discretion.

If this precaution were adopted by our horse-proprietors, the feet of their cattle would be less liable to corns and other evils

of *weak sole*; as it would in that event escape the compression it is exposed to by the usual manner of shoeing and paring; for pressure of *the wall* upon the sole, seems undoubtedly the true cause of corns. This would secure the feet against wounds by nails, flints, and so on, which cannot pierce through a frog in its natural state, and hence is avoided the lameness that is too often incurred from such causes. A frog so maintained is of still farther use: it keeps the two divisions of the heel broad and apart in a healthy state. Yet do farriers perform their operation totally different, and pare the frog very thin, 'in order to open the heel,' as they mistakenly phrase it. By which saying of theirs it is plain they feel the propriety of keeping the heel broad and open, though, by this ill-judged paring away, they counteract the very effect they apparently aim at.

Ill-formed feet require that the shoes be adapted thereto: if those of young horses are thus out of shape, the smith may so contrive his shoes as to amend the defect; if those of old ones are become inveterately deformed, he must fashion his work to the

distortion thus assumed through old age and hard work.

Heels.—Few besides stoned horses have *high heels*, but when they have, the whole foot must be pared flat, except the frog, which must be left as it may be found, and by no means hollowed out or *opened*, as they term it. If a horse has a *low heel*,—that is to say, such a foot as permits the fleshy part of the heel to come too near the ground, let him be pared only at the toe. Persons of experience must have remarked that all *low-heeled* horses, notwithstanding they sometimes go clipping away from the forge, soon recover their right gait, and ever go their best pace after the shoes have been on some days; that is, when the foot is grown longer, and the shoe in consequence is become proportionately shorter; whereby it sits more forward on the foot.

Short pastern, short shoe.—A horse with short pastern bones (which are uniformly speedy ones) requires a shorter shoe than ordinary, because a long shoe brings his heels more back than the unliableness of his pasterns will admit, without some degree of pain. Allowed, that a *short shoe* may

possibly sometimes expose a horse to little accidental lameness, but a long shoe, with the nails necessarily driven far back near the heels, will inevitably contract and ruin them after a while.

Smiths err egregiously when they drive the nails into any kind of foot very far backward towards the heel, where the horn is soft and sensible, and mostly so at the inner quarters. And what is more strange, the same workmen drive none at the toe part, where every horse has a substance of horn sufficient to bear nails, though not so at the toes behind of heavy draught horses.

Further instructions concerning lameness and shoeing of horses, that come well within the comprehension of every one who can read, may be consulted with profit and advantage, in OSMER's TREATISE ON THE HORSE; which work, its nature and contents is more fully set forth in a subsequent page. What is further commendatory of Osmer's Work, is the evident fact, of his having preceded those of the ROYAL VETERINARY COLLEGE, AT PANCRAS, by many years, in the publication of all the improvements in FARRIERY upon which the

professors, practitioners, and scholars of and from that College have founded their assumed *discoveries, inventions, and even patents*, which he had thus announced and given to the public so many years before them;—and, but for *Mr. Osmer's Treatise* in their hands, it is to be presumed they never would have been induced to turn *horse-doctors* at all. One great and striking difference, however, existed between these two parties for public favour;—namely, what *Osmer* gave to his country for a few shillings, they of the College (for merely *arguing* upon the same topics) took, from the national purse, a sum that has amounted to ninety thousand odd pounds. Here follows a list of the articles so purloined from *Osmer*, and re-asserted by the collegians to be their **DISCOVERIES**:—

1. The new system of shoeing.
2. Navicular diseases and lameness.
3. Compression of the sole. . . . Patent!
4. Injury of the coffin-bone.
5. Dislocation of the coffin-joint.
6. Ossification of the cartilages thereof.
7. Contracted heels: expansion-shoe. . . . Patent!

8. Frog-pressure.....Another patent!
9. Short shoes, *called* "Osmer's shoe," by one candid gent of their (dislocated) body.
10. Construction and management of stables.
11. Structure of the foot and of horn.
12. Botts and worms, generation of.
13. Functions of the coronary ring.

10.—MAIN POINTS OF MANAGEMENT IN TRAVELLING.

Besides this primary attention to the *feet* and *shoeing*, without which no horse can proceed on a journey, there remain several other rules necessary to be observed, if the traveller would prosecute his undertaking to its end, properly.

A knock-up is most to be forefended of all other evils, if he have much way before him to explore; and, if in an untoward and unfrequented road, the disagreeables and dangers multiply on the traveller's mind, as the animal may seem to *falter*, to *decline in his paces*, or to *hang heavy* on the hand. For, however stout and healthy his horse ap-

pears on the commencement of a journey, if he be pushed at first setting out, or over-marked in his stages, or deprived of his customary *beats*, he looks for them in vain, gets jaded, and every additional mile adds to his uneasiness ; not so much according to the *number* of the miles, perhaps, as to the *state* of the roads, of the weather, (or unseasonably hot, or wet, or tempestuous,) of the moulting coming on, and of the manner in which the first miles of the stage may have been conducted, moderately or otherwise. On this latter particle of management alone depends the due performance of *any single stage*, which some will go through with half the fatigue to horse and rider that another can achieve it, on this account alone ; a repetition of such injudicious treatment, at the commencement of subsequent stages, is the sure precursor of the much deprecated knock-up and its evil consequences.

At setting out in the morning, your well-kept horse is necessarily full of meat ; wherefore, until his great gut be well emptied, brisk action occasions uneasiness, that soon increases to pain ; pain begets restlessness,

and should the horse spring about ever so little, the rider that would fall into the first error is very likely to commit a second, by correcting his horse when he ought to amend his own fault. Although expedition be indispensable, put not the horse on his best paces at first, but considerably within it, and that for a short breathing only; loosen the reins, give no more pulls, play with his mouth, and if he do not evacuate, repeat the short breathing once more; unless, indeed, he sweats inordinately with the first, which is a sign of weakness, or that his dung is hard within him, and he requires purging. Though the urine also be a little turbid, the physic will amend both symptoms of gross feeding; but do not ride your horse a stage while 'in physic,' nor on the day of its 'coming off.'

Length of stage and *pace* must be adapted to the heat of the weather in summer, as well as to depth of the roads in winter; both seasons having the effect of knocking up the horse when it has been over-marked, though by quite different means. In either case, however, *a cordial* promptly administered recovers the horse admirably for the

further prosecution of his journey ; if the remedy has not been postponed too long, and then we can only hope to get the jaded animal to stables to recover at leisure.

Cordials, whether balls or drenches, are so much in practice with stable people, that it were a waste of words to set down a prescription by which to compound either ; but we may observe, that the readiest provided, and which should always be kept at hand by the provident traveller, is in the form of *ball*, and composed of aniseeds, ginger, caraway, of each, powdered, half an ounce ; mix up with treacle and meal to the proper consistency. But good sound ale or porter, from one pint to a quart, made warm, is equally good in itself, operates sooner, and is nearly as readily obtained, upon any emergency, as the ball.

Keeping company of some other horseman notoriously facilitates the stage by the emulation thus incited ; a dull plaguy animal, however well formed, that one can scarcely get seven miles an hour from, with great labour, doing nine or ten without fatigue when in company. Scarcely any breed of horses, from the highest to the lowest, is

free from this reproach in some degree or other ; but the half-breds of the road mostly lie open to it, and are easily recognised by a heavy look about the head and eyes.

A picker is indispensable in road-riding, either in winter or summer ; 1° to relieve the sole when snow accumulates there, and balling with considerable hardness, occasions the horse to slide and slip about, or produces lameness. This must be ‘picked out’ as often as it becomes troublesome, not to say dangerous. When, however, *the traveller* is already cognizant of snow being on the ground, he may avoid the trouble of dismounting for this purpose, by previously ordering his horse’s soles to be payed over with tar or tallow *grease* which has no salt in it. 2° *The picker* will be required at every season when the roads have received fresh dressings, when a loose stone is very liable to lodge in the hollow of the foot, and is driven backwards between the frog and the shoe, in a perilous manner, at every step the horse takes : the instrument is well-known, and may be obtained conveniently attached to a pocket-knife, which they term ‘ the sportsman’s knife.’

Feeding time.—Much of the discomfort of a journey is engendered at *coming in* from a stage. If your horse arrives tolerably fresh, it is evident he will require less care from the hostlers' crew, who will vie with each other which shall *take him in hand* first, as causing the least labour; but should the rider himself have abused his horse, as if ignorant or careless of his welfare, how can he expect that ordinary men, who struggle for their daily bread, should evince a species of philanthropy for him which he so recklessly denies his horse? ‘Love me, love my dog!’ is a homely saying, and a good one, that is wholly thrown away upon such a horseman, if *horse-man* we must call him, who thus unworthily neglects his already jaded animal.

As, upon *setting out*, we should not go off *at score*, or at top-pace, so upon *coming in*, at night, let us suppose, should we avoid dashing into our quarters with the perspiration streaming from each pore, in the mild season, nor covered over with dirt, by reason of a slapping pace, in wet weather. Even in winter, although the strong horse continues fresh for a great length of road,

yet does the hardness of the work, combined with the rareness of the air he breathes, at last 'find him out,' and he flags apace. Upon coming into more sheltered places, as the close-built street and closer stable yard, out flies the perspiration, if he be in condition; whereupon, the practices he is subjected to, are commonly of such a nature as to cause disease, *in embryo*, if it do not appear in one way or another immediately. Who's to blame?

He who will stand quietly by, or shamefully hides his head in the parlour, while his faithful creature is being led about *to cool* at such a season, or the dirt washed off by plunging him in a horse-trough or pond, or his legs are brushed in cold water in the open yard, has little to complain about, when, soon after he has cough or colic, or bad eyes, or swelled legs appear, to reproach his neglect, or inflammation of some vital part deprives the poor suffering animal of life, after the doctors of 'the guinea-trade' have picked the owner's pocket to a deservedly good tune.

On coming in, after being coaxed *to stale*, let the horse undergo the ceremony of

wisping all over with straw, beginning at the head, and then the neck and fore-quarters. In winter-time, this must take place *in-doors*; and at any rate, let him now come near a lock of sweet hay in his rack, or in a prickle, or from the hand: see whether he eats or not, whether he enjoys the wisping, and if he mostly evince a desire to lie down or to crave for food.

The girths have been loosened, let us presume, but the saddle still remains on his back; turn his head to the rack, and proceed to wisp his hind quarters, legs and belly, sheath and fork. After this, remove the saddle by sliding it back over the croup; and let the dressing be extended to the withers, back, and so completely all over the carcase until 'tis dry. Such, indeed, is the usual course of proceeding; but is it pursued in every case? or, speaking properly, are those points of stable management attended to *most assiduously* when they are *most required*? In fact, then it is they are mostly scamp't over; *then*, when they become *indispensably necessary to the due prosecution of the next stage*, and of following

this up with the subsequent ones comfortably and safely.

☞ Did your horse refuse the first proffer of hay? Then conclude he has been pushed too much, as to time or length. Does he still refuse his food, though the dressing be finished? Be assured his stomach is disordered, and he must be cordialled. *In winter* a warm mash of malt is most eligible; but, if not at hand, give a bran-mash with an admixture of oatmeal and a quart of good ale. But in summer, a cordial ball will restore the tone of his stomach without increasing the heat of his body so much as a mash would. If the individual horse is not aged, nor inured to cordialling, a small pail of stout water gruel, almost cold, excels all other cordials whatever, and supersedes the necessity of watering: he will take his supper an hour or so afterwards, with a relish.

The traveller, who has commerce in view, must look to every particular himself, or his horse will suffer through neglect when he most requires its services, viz. when trade is brisk, and great numbers of *solicitors* of orders are abroad, and the hostlers have

many horses in the stables. In the next place, let him see that the horse gets his allowance of corn, that it be good, and that it contain no indications of having been in a manger before ; for you must then wait by him until all the food is devoured. Do not deny your horse water often ; though not too much at one time, nor too cold, nor immediately after a meal. Look to his feet and shoes, ascertain if aught requires repair, that it may be furnished as soon as he has recovered from his fatigue. Examine the limbs all over for cracks, pricked foot, &c. and the body for saddle-galls and the like kind of warbles.

Health must always be preserved ; but, if not, restored with as much expedition as is consistent with the traveller's views of getting forward. Regard must be had to the horse's *dunging*, now as ever. He is in full condition, let us allow, having been well and regularly fed, and as regularly worked ; but he will, nevertheless, be found contracting a tendency to constipation ; the lowest evil whereof is defective pace, or *short step*, arising from more laboured action as the dung may be permitted to harden

within him. As this inconvenience may be suffered to last, he *sweats* immoderately at the least extra exertion, his *eyes* lose their wonted brightness, the *mouth* becomes hot, and his *manner* is languid. If you be not clever at feeling the *pulse*, yet may you observe that his blood flows heavily, full, without that swelling vibration of the artery which is so pleasant to the touch *in health*. A little *obstinacy*, that may be increased to restiveness if *you two* contrive to fall out, the *staggers* or megrims follow each other; all which evils may be prevented by timeous physicking, as soon as the dung is seen to fall upon the ground without the pellets breaking. Or, a little green food, or a day's mashing him, with bran, thin oatmeal-gruel, and the like, will soften the dung considerably; only remembering that these things must be undertaken on blank days, when you are certain the patient will not be ridden a stage.

Sundays always present the best opportunities for the employment of any such remedies, which necessarily subtract from the animal's strength, as being the day travellers righteously consider *a festival*. *Dry*

food is alone proper to travel upon, and *oats* is the best of all this description, much *hay* being apt to engender flatulencies. When, however, a very long stage is to be taken out of the horse, or it be cold, dreary, wet, or windy, a handful of *crushed beans*, sustains him admirably, staying by him and imparting fresh vigour for a long time.

Driving the single-horse-chaise was noticed higher up (page 45); to which we may here, not un-aptly add, that most of the foregoing rules that seem adapted entirely to saddle horses, are equally applicable to driving the gig, cabriolet, or stanhope. Indeed, every RULE, HINT, and MAXIM herein contained, may be found available in this kind of service, with the single exception of *the legs*, and of course *the aids* derived from them. If aught peculiar to “the drag” itself remains to be said, we would remind *the driver* to take good measure of the narrow passes he will frequently have to thread his way through; and on *a journey* let him take heed of his *tyre and haims*, (as *the Northerns* term them), as he would of his horse, and see that the axle be well greased at short intervals.

CONCLUSION.—These Rules and Observations—or, call them “short *hints* and *maxims*,” may serve to convey some idea, though not the most perfect one, perhaps, of that *sleight* which contributes to render horses obedient, when the employment of mere *force* would be found unavailing. These pages may further teach, that something more than what the horse learns from the *Breaker* is necessary to be taught him, ere we ought to expect he will perform the services required tractably or effectively. If the few rules here laid down for riding gracefully and safely, seem insufficient to the end proposed, at least let us hope they will convince the young horseman, and the hitherto-careless one, that *some rules* for his guidance are necessary, and usefully available by every one. Probably, what has been set forth may raise, in the greater number of readers, a more ardent desire to acquire full perfection in the art of horsemanship; they will then apply themselves to the proper *living masters*, from whom they may receive a finish to their studies in this department of the art; or, if they be curious to investigate all that has

been *written* thereon, in its several ramifications, they will find much that is curious in the writings of a former century, by the lords Newcastle and Pembroke; as well as in those of more modern date than the original writer of *these RULES*, (C. Thompson, Esq.) namely, Astley, Adams, Hughes, Allen.* But the whole of them lie under one common British objection—that of teaching the *high-show mode*, rather than the *bonâ fide* English gentlemanly style of managing the horse, that is adapted to all the useful purposes of LIFE, IN LONDON particularly, and of enjoyment in the country parts, generally—the *utile et dulce*, combined.

* Among the modern Authors on the Horse just now impugned of *borrowing*, is he who published a Treatise on “*the Philosophy of Horses*,” and the matter is thus introduced by Mr. Boardman in his *Dictionary*—“*Mr. John Lawrence*, who writes at once sensibly and ludicrously on the subject, gives the following account of *this very useful and necessary art*.” Whereas, Mr. John did not *write* the succeeding sensible pages at all, but *copied* them from Charles Thompson’s book, *without acknowledgement*.

INDEX.

AIDS (the) what? 10-14; when too frequent, 15, 34; how applied properly, 47; in driving, 81. See *Legs*.
Airs, principles of the, 10-14; disturb the seat, 22; not indispensable, 28.
Arms and elbows, down, 36; not stiff, 37.
Arms himself, phrase explained, 35; occasioned by the dead pull, 35; how prevented, 39.
Authors on the art of riding, 5; too flighty, 9; enumerated, 8; he of this book purloined from, 83; a joker detected, *ib.*
Awkwardness discernible afar off, 37; dancing-masters no horsemen, 3; spoils the horse, 10, 36.
Balancing, or equipoise, preserved, 24.
Barrs, how deadened, 35, 39; pinched by snaffle, 44.
Bitt, to be slackened, 35, 39-41, 53; of champing it, 43; kinds of, 43, 46; adaptation of the, 47; heavy on the, amended, 48; bearing on, through work, 63.
Breaking in, often ill-done, 1, 49, 50, 82; in the manege, 8, 54.
Bridle, play of the, 40, 41, 45; holding on by, 38, 49; hanging on the, 63. See *Pulls, Reins*.
Carriage, what is the proper, 48; carry low, 42, 50; carry high, 48; in dancing, 2; not less essential on a journey, 63.
Chastisement, too frequent, 35, 56.
Colds, how inflicted, 76.
College, the Veterinary, *borrow* their inventions, 68; get paid for them, tunefully, 69.
Colts bear on the bitt, 7; taught pliancy, 46.
Cordials, when necessary, 73, 78.
Curb, care necessary, 43; management of, 44; danger from, 62; in driving, 45.
Curveting irregularly, amended, 14.
Dealers' arts—pulling, spurring, 42.
Diseases, how engendered, 76; restoration from, 79.
Dismounting, how performed, 20.
Driving a single-horse chaise, 45; acquired by practice, 3; riding tactics applied to, 81.
Dung, necessity of watching its state, 79.
Education, mistakes in, 53, 59; obedience taught, 56.

Elasticity of the body, 29, 36, 39 ; of the arm, 45.
English riding, how taught, 6, 8, 42 ; its eminence, 28, 83.
Evacuation, should be promoted, 72, 80.
Eyes and sight, useful hints concerning, 60, 73, 80 ; those of man
intimidate the horse, 62.
Feeding time, precaution, 75 ; off his food, amended, 78.
Foot (the) requires primary attention, 64 ; treatment of, 65-69 ;
ill-formed, amended, 66.
Force (mere) unavailing, 82.
Forehand, how affected, 51.
French riding-schools, 5 ; suits the character, 6, 8, 20, 28.
Fretfulness, how superinduced, 14, 16, 19, 80.
Frog, paring away injurious, 65 ; frog-pressure, 66.
Great horse (the) what so denominated, 7.
Groom (the) employed at mounting, 16 ; not required, 21 ;
teaches the horse unsteadiness, 17 ; are clumsy riders, 25,
49 ; coax the horse, 60.
Head, carriage of, 48-53 ; setting on of, 50 ; thick head, an
inconvenience, 52 ; how raised in traveiling, 63.
Head-strong horse, how rode, 40, 43 ; colts mistaught, 46.
Health must be preserved, and how, 79-81.
Heels, management of, 65-67, 79 ; opening the, mischievous,
66 ; cold washing them dangerous, 76.
Horsemanship, much misapprehended, 4, 10 ; high airs not
genteel, 8, 28 ; first principles of, 10-15 ; living teachers of,
when desirable, iv. 82.
Horsemen, few expert ones, 1, 58 ; opinionated, 2 ; unclesver
ones, 15, 36, 59, 75 ; lessons for, 47, 61.
Horses unjustly stigmatized, 1 ; taught tricks, 8, 15, 17, 28, 53 ;
instructed, 16, 56 ; know skilful riders, 59 ; easily alarmed,
60 ; memory good, 58, 63 ; go freely in company, 73.
Hunting, hard, no reform for restiveness, 4 ; seat, taught, 5, 8 ;
the seat acquired, 25 ; leaping, 29 ; hunting saddle, 31.
Journey (a), precautions on taking horse, 17 ; safety from a
quiet hand, 35 ; rules at setting out, 63, 71 ; at coming in,
75-77.
Knees not to be bent, 20, 30 ; widened, 31 ; pressure of the, 34.
Knife (sportsman's) utility of, 67, 74.
Knock-up (a), disagreeable, 70 ; how prevented, 72, 76.
Lawrence, John, a sensible and ludicrous copyist, 83, *note*.
Leading a horse troublesome, 62 ; manner of, *ib.*
Leap, the flying, how performed, 29 ; and the standing, *ib.*
Legs, reckoned among the *aids*, 14 ; mostly engaged in main-
taining the seat, 13, 30 ; dangling down, causes uneasiness,
37 ; dangerous, 15 ; in leaping, 29 ; pressure, effects of, 34,
37, 55, 59, 61 ; not applicable to gig-driving, 81.
Legs (the), keep the horse watchful, 11-14 ; kick of, in mount-
ing, 17 ; right posture of, 23.
Longe (the), practised in circles, 33.

Manage-riding, how derived, 5 ; not suitable to the English character, 7, 28 ; first principles of, necessary, 8 ; what are so, 10-15, 33, 54 ; yerking out, taught, 54 ; obedience inculcated, 56 ; writers on, list of, 83.

Military riding-schools, 6 ; mounting, 20, 21.

Mounting performed loosely, 16 ; should be learnt properly, 17 ; points to be observed, 18, 19 ; on off-side desirable, 21.

Neck, the arched, 48 ; carriage of the, 49-53 ; bones of the, 51 ; a stiff one, how managed, 51 ; stroking it, a very silly tactic, 59.

Osmer (William) quoted, as to Neapolitan horse, 5 ; as being an estimable writer, 64 ; robbed by *the College* people, 68.

Quarrelling with one's horse, to be avoided, 56, 62 ; bad effects of, 58, 80.

Pace, brings on lameness, 64 ; and a knock-up, 70 ; how regulated, 72.

Passage (the), instructions for, 11, 12, 13.

Pastern-bone (short), short shoe, 67.

Picker (a) necessary, 74 ; in a knife, *ib.*

Progression onwards, 34.

Pulls (the) in turf-riding, 25 ; in road-riding, 35 ; how performed, 38-42 ; the dead one, ineffective, 35, 40.

Racing-saddle, 24 ; manner of riding, 42.

Reins (the) not to be relied upon in the balance, 33, 38 ; too loose on mounting, 18 ; abuse of the, 35 ; importance and management of, 38-47, 52 ; rein up, 48.

Restiveness, how brought on, 15, 35, 71, 80 ; how prevented, 16, 39, 46, 53, 72.

Riding, art of, 2, 72, 81 ; schools, various, 5 ; pre-eminent, 28 ; practice, 33 ; the manage, teach tricks, 7 ; turf-riding, 42 ; for sale, 43. See *Journey, Mounting, Pulls, &c.*

Road-riding taught, 5, 8, 35 ; roads affect the pace, 71, 73.

Rules, how acquired, 2 ; applied to good horses only, 47 ; necessary to be learnt, 9, 82 ; on taking horse, 16 ; for managing the loose-necked horse, 40 ; shying ditto, 55, 61 ; on a journey, 63-70 ; for road-riding, 58, 75.

Saddle, shape of, 26 ; the hunting, 31 ; galling of the, 41 ; pressure, 26 ; unsaddling after a stage, 77.

Seat (the) governs all our movements, 22 ; definition of, *ib.* ; described, with a PLATE, 22 ; the true seat found, 24, 27, 31 ; depends on the saddle, 26 ; bad ones described, 25, 30 ; in leaping, 29 ; sit square, 38 ; grooms' notions of, 49.

Shoeing fractious horses, easy, 60 ; spoils the foot, 64 ; done clumsily, 66, 68 ; directions concerning, 63-68 ; further instructions to be had, 69.

Shying, how caused, 53 ; remedy for, 55-63.

Skill in horsemanship, evinced, 36 ; not always acquired, 2.

Snaffle most proper in ordinary riding, 44.

Snowy weather, precautions against, 74, 76.

Spurs, their use and abuse, 10, 34, 35, 37 ; of dealers, 42.
Stable-management, 75-78, 80.
Starting from affright, 14 ; avoided, 28, 34, 53-61. See *Stumbling, Shying*.
Stirrups, how given, 16 ; how taken, 18 ; learning without, 24 ; length of leather, 31 ; not indispensable, 33.
Study necessary, 2 ; of books on riding, 10, 82.
Stumbling and starting, prevented, 12-14, 38 ; through carrying low, 48.
Taste for horses, wholly English, 1, 28 ; not always good in riding, 2.
Taking horse, rules for, 16-21.
Temper requisite in managing horses, 1, 20, 55 ; of horses spoiled, 15, 35, 53 ; how subdued, kindly, 60, 63.
Travelling precautions, 63, 70-82 ; the commercial, 78. See *Foot, Journey, Knock-up*.
Tricks of manage-horses, 8, 28, 54, 56 ; of riding-horses, 18, 50, 59 ; counteracted, 29, 39.
Voice (the) employed improperly, 53 ; properly, 59, 62.
Waggon, loaded, causes affright, 58 ; how passed, 61.
Walkers (good), bad horsemen, 3.
Weather, its vicissitudes guarded against, 74, 76.
Withers secured from pressure, 27.

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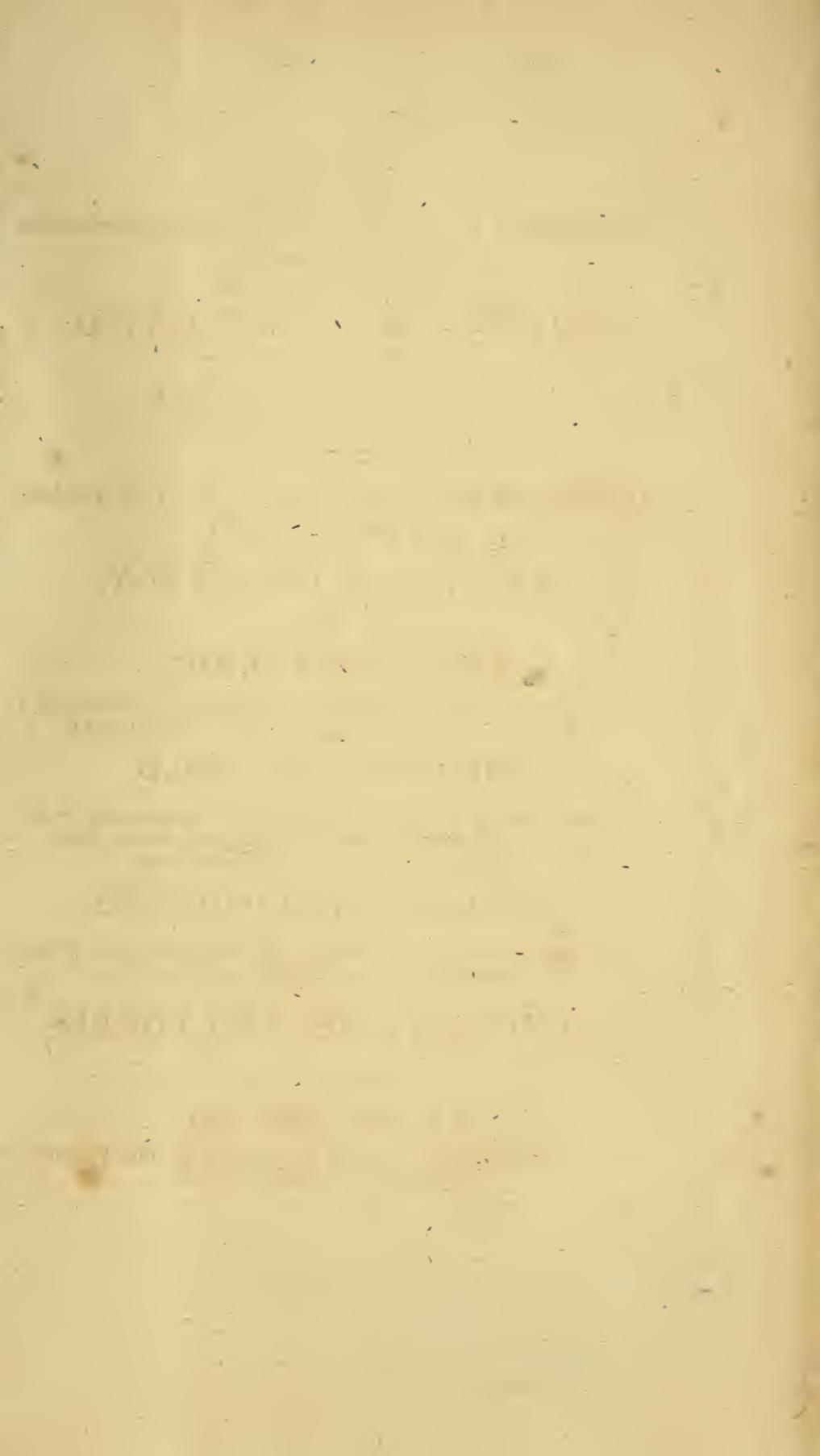
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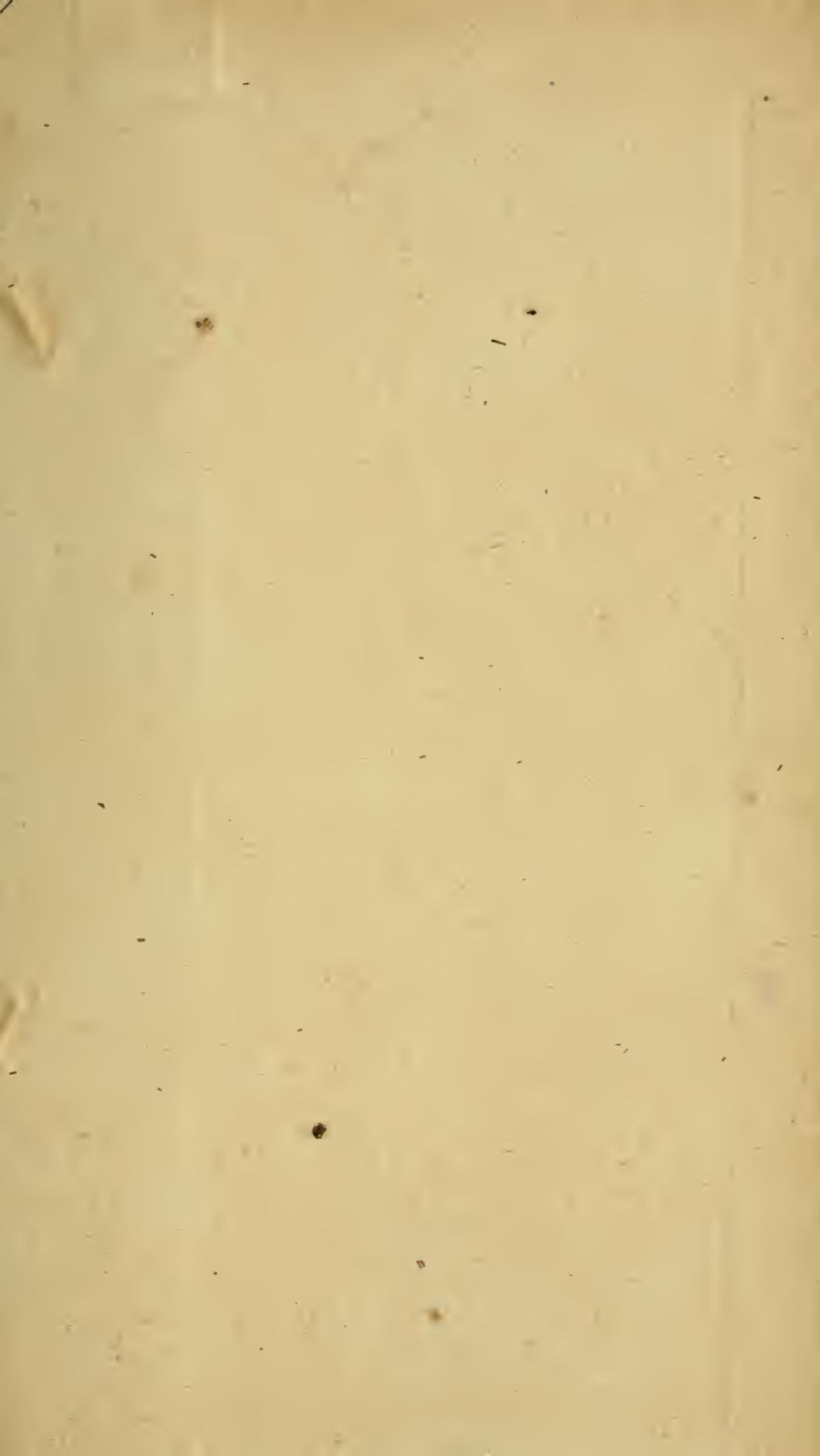
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